

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	25 May 2021
LOCATION:	Flintacre, Toddington Lane, Littlehampton, BN17 7PN
SUBJECT:	LU/146/21/OUT Outline application with some matters reserved (appearance & landscaping) for 1 No detached dwelling. This application may affect the setting of a listed building.
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 an outline application for the one detached dwelling with some matters reserved (Appearance and Landscaping). The site is located off Toddington Lane, an unclassified road subject to a speed restriction of 30 mph in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes to utilise the existing vehicular access off Public Footpath no. 3096, to form a shared access. From inspection of local mapping, there are no apparent visibility issues with the existing accesses onto the PROW or Toddington Lane. In addition, the LHA does not anticipate that the proposal would give rise to a significant material intensification of movements using these accesses.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing accesses are operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes three car parking spaces for this development, in the form of a single-car garage and driveway with two parking spaces. Under Arun Parking Standards, the LHA would expect a dwelling of this size in this location to provide at least two car parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient. In addition, the applicant has demonstrated a turning head, which will allow cars to turn and exit the site in a forward gear.

The LHA notes that the proposed garage falls short of the minimum internal specifications for single-car garages of 3m x 6m as set out in Manual for Streets (MfS). The garage as proposed has approximate internal dimensions of 2.85m x 5.4m. Therefore, the LHA advises the applicant to

enlarge the garage to meet MfS specifications, to be considered for vehicular parking provision. Notwithstanding this, the LHA is satisfied that adequate parking is available on-site.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. The applicant is advised that for dwellings with an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards.

Regarding cycles, the applicant proposes a cycle store as part of this development, in accordance with Arun Parking Standards. The inclusion of secure and covered cycle parking helps promote the use of sustainable transport methods.

Sustainability

The site is situated in a location within walking/cycle distance of local services, such as shops and schools. Public transport connections are within cycle distance of the site, with Littlehampton Train Station situated approximately 2.3km south of the site. The nearest bus stops are situated on Lyminster Road and Worthing Road, both approximately 1km from the site.

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 should be applied:

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. 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.

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Kyran Schneider
West Sussex County Council – Planning Services