

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	WSCC - Highways Authority
DATE:	3 June 2019
LOCATION:	2 Croft Cottages, Pier Road, Littlehampton, BN17 5LS
SUBJECT:	LU/159/19/PL New maisonette over parking area, extend crossover & alterations to rear fenestration.
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 new maisonette, with extensions to an existing crossover and alterations to rear fenestration. The site is located on Pier Road, a C-class road subject to a speed limit of 30 mph.

Access and visibility

The existing access is to be widened and will serve both the existing and proposed properties. An inspection of collision data provided to WSCC by Sussex Police reveal no recorded injury accidents resulting from road layout within the vicinity of the site. Therefore there is no evidence to suggest that the access is operating unsafely, or that the proposed works would exacerbate an existing concern.

Visibility is sufficient to the south but not to the north. However, given that the existing access has operated safely without reported accident, there is no evidence to suggest it is operating unsafely.

The proposed widening of the drop down kerb would be subject to a licence and constructed to a specification agreed with the Local Highway Engineer. Whilst the LHA does not raise any highway safety objection to a wider VCO in this location, the applicant should be aware that the Local Highway Engineer is unlikely to grant a licence for a Vehicle Crossover (VCO) wider than 6.4 m. The applicant should consider reducing the proposed VCO to a maximum width of 6.4m.

Street Light Relocation

Street lights must be situated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover. The crossover works will require the relocation of the street light located on publically maintained highway fronting the application site. These relocation works would need to be undertaken at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the street light. The street light will need to be relocated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover.

Parking and turning

2 garages are proposed for the properties, with 1 garage serving the existing property and 1 garage for the proposed property. The garages demonstrated in the plans do not meet minimum internal dimensions for single car garages of 3m x 6m, as set out in Manual for Streets (MfS). For garages to be considered for parking provision, it is recommended that the applicant revises the dimensions of the garages to meet MfS minimum internal dimensions.

The WSCC Car Parking Demand Calculator indicated that the 2 properties combined would create a demand for 3 car parking spaces. Therefore any overspill parking would have to be accommodated on-street. Whilst on-street car parking is limited in the immediate vicinity, there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. The LHA does not consider that highway safety would be detrimentally affected by this proposal, but the LPA may wish to consider the potential impacts of additional on-street parking from an amenity point of view.

There is not enough room for on-site turning to be achievable. Consequently vehicles may have to exit the site in a reverse gear. Given that this would have been the existing arrangements and has operated safely as such, this is not considered a detriment to highways safety.

Sustainability

The site is situated in a sustainable location within walking distance of Littlehampton town centre. Bus stops situated approximately 6 minutes away on foot on the B2187 offer connections towards Chichester and Angmering. Littlehampton Train Station is also within a 6 minute walk. Primary and Secondary schools are also within walking distance.

Cycling is a viable option in the area. Secure and covered cycle storage is 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 the proposal would have 'severe' impact 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

Garages

The garage building(s) shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

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.

Informatives

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f-or-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f-or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Street Light

The applicant is advised to contact the operator of the street light to organise the relocation works.

Kyran Schneider
West Sussex County Council – Planning Services