

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Zac Denton
FROM:	WSCC - Highways Authority
DATE:	13 August 2020
LOCATION:	12 Wick Farm Road, Littlehampton, BN17 7HR
SUBJECT:	LU/195/20/PL Erection of 1 No. single storey flatlet 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 the erection of a single-storey flat. The site is located on Wick Farm Road, an unclassified residential road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Content

No vehicular access is associated with the site. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely. Additionally, the LHA does not anticipate that the erection of a single dwelling would give rise to a material intensification of movements to or from the site.

The applicant proposes a nil car parking provision. Under Arun Parking Standards, the applicant should provide two car parking spaces for a dwelling of this size in this location. As such, vehicles would have to be accommodated on-street. The nearby road network benefits from unrestricted on-street parking. The LHA does not anticipate that the proposed nil car parking provision would result in any highway safety or capacity issues. The LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. Weight is given that the site is situated in a sustainable location with walking/cycle distance from local amenities, services and public transport links.

The applicant has not demonstrated cycle parking provision. Cycling is a viable option in the area and therefore, the LHA would like to see the implementation of secure and covered cycle parking provision for this application. A suitably worded condition is included below.

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 condition should be applied:

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