

Sent: 05 September 2014 15:41
To: Planning.Responses
Cc: Ian Buckland
Subject: LU-223-14

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 02/09/2014

FROM: Jamie Brown

TO: Arun District Council
FAO: Simon Davis

SUBJECT: LU/223/14/PL - Application under Regulation 3 of the Town and Country Planning General Regulations 1992 for erection of 8No houses and associated parking, hard and soft landscaping, on an existing parking court

Land north of, 52-67, Greenfields, Littlehampton, West Sussex, BN177JG

RECOMMENDATION:



Advice

Modification

More

Information

Objection

No Objection

Refusal

S106 contribution total (see below for breakdown): None

I refer to your consultation in respect of the above planning application and would provide the following comments.

The proposal will utilise an existing access onto Greenfields, there are no known issues with this access in its current format. The proposal will in essence result in an extension of this road to serve the development. The access road will take the form of a shared surface arrangement. This is considered suitable as this will be a low speed, low traffic environment.

As the site accesses onto a residential road with a speed restriction of 30mph, it would be appropriate for the development to be considered alongside Manual for Streets (MfS) guidance. The proposed visibility splays, taken from a setback of 2.4m, are acceptable. MfS does provide some allowance for occasional on-street parking within the visibility splay and it would appear that in this area, where most properties have some sort of off-street parking

facility, that there is not an extensive demand for on-street parking particularly during peak movement time.

The site is within 400m of a bus stop with frequent services to Littlehampton centre and, where trains are available for an onward journey. Littlehampton and Worthing are likely to be the closest major employment centres to the site as well as the location for primary and secondary education.

In terms of accessing the site, the wide roads and low speeds enables cycling to be a viable alternative for shorter journeys. The main roads connecting to Littlehampton centre tend to be lit and easily accessible. An off-road cycle route exists directly to the north of the site, it is understood the applicant intends to put a direct access to this route from the development. The site can be reached via public footways along Greenfields.

Considered against the WSCC Parking Demand Calculator, the developments parking allocation is considered acceptable. Visitor parking would be short term and unlikely to generate any significant highway safety issue, therefore an objection on the basis of a short falling on parking would not be raised. The Planning Authority may wish to consider the implications of this proposal upon on-street parking.

Refuse collection will take place from within the site. The waste collection authority should be consulted to obtain their views on the suitability of this arrangement. The Technical Plan shows a swept path analysis showing how a larger vehicle including a refuse vehicle can safely turn within the site.

No Objection is raised to the proposed application from the Highway Point of view subject to the following conditions:

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Car parking space

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

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- The method of access by construction vehicles during construction
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the recycling, removal and disposal of waste materials including an agreed traffic route for the waste vehicles,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the erection of site offices and ancillary buildings, the provision of wheel washing facilities,

- the measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security.

Reason: In the interests of highway safety and the amenities of the area.

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 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.

Wheel Washing

No development shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details provided by the Local Planning Authority and such facility shall be retained in working order and throughout the period of work on site to ensure the vehicles do not carry mud and earth on to the public highway, which may cause a hazard to other road users.

Reason: In the interests of road safety.

Jamie Brown
Strategic Planning

Jamie Brown AMCIHT|Technician, Strategic Planning Division, Residents' Services, West Sussex County Council | Location: 2nd Floor Northleigh, County Hall, Chichester, PO19 1QT

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