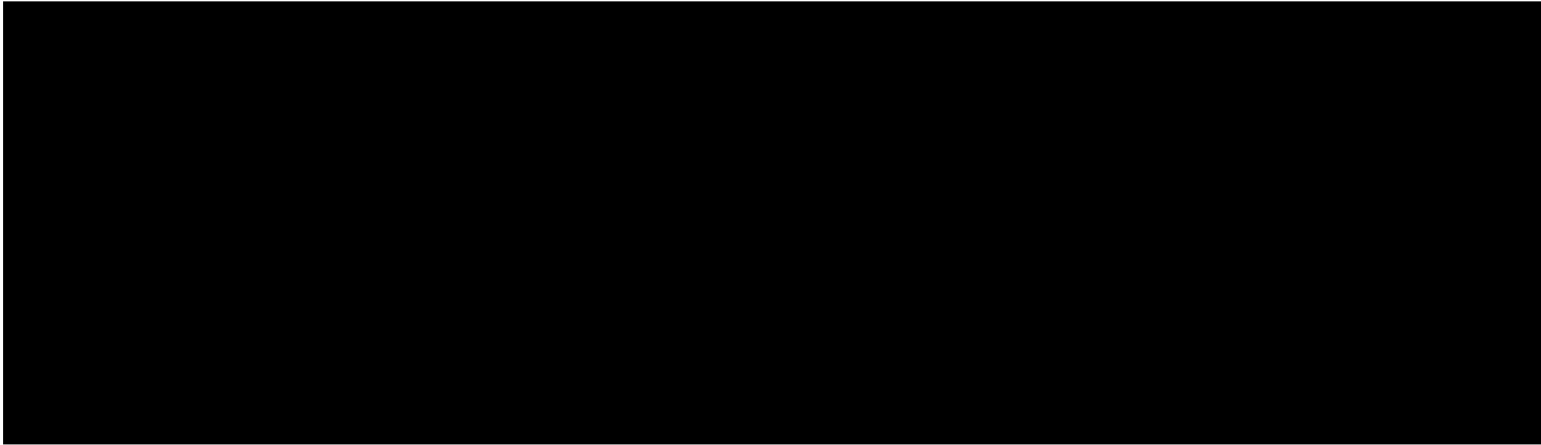




-----Original Message-----



Sent: 07 October 2019 12:00

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: Response To Application Number LU/284/19/PL at 1A &1B Northway Road Littlehampton BN17 7JX

Please could the attached response be distributed to the relevant case officer.

Regards

Anastasia Toleva

If you wish to reply to this email, please contact the officer directly.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSSC - Highways Authority
DATE:	7 October 2019
LOCATION:	1A & 1B Northway Road Littlehampton BN17 7JX
SUBJECT:	LU/284/19/PL 2 No semi detached 3 bed houses
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 Local Development 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 WSSC map information. A site visit can be arranged on request.

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

Summary

West Sussex County Council was consulted previously on Highways Matter for this location under planning application refs: LU/380/14/PI for 2 semi-detached houses and garages including vehicular access, and LU/291/15/PL for 2 No. semi-detached houses. No highway safety concerns were raised to either proposal. LU/380/14/PI was subsequently refused on non-highway grounds. LU/291/15/PL was granted planning permission.

This proposal seeks erection of 2 semi-detached 3 bedroom houses. It is located and accessed via Northway Road which is privately maintained road, subsequently these comments are for your advice only. The closest maintainable highway is Lyminster Road (A284) which is an A-classified road subject to 30mph.

Access and visibility

New shared vehicular access is proposed to serve the new dwellings. Visibility at Northway Road junction with Lyminster Road has not been demonstrated by the applicant; however visibility appears sufficient and splays are wholly maintainable within the highway.

Furthermore, an inspection of data supplied to WSSC by the Sussex Police over a period of the last five years shows that there have been no recorded injury accidents at the junction caused by the road layout. This proposal is not anticipated to result in more intense use given that there is already significant number of dwellings use Northway Road to approach the maintained highway.

Our local mapping shows a street lighting pole within the site frontage. This has not been demonstrated on any of the proposed plans and it may be necessary to be relocated to allow the construction of the shared access. These relocation works must be undertaken at the expense of

the applicant. I have approached WSCC Streetlighting Team in relation to relocating the pole and they have provided the following advice:

'Due to its installation there will be a number of things the applicant will need to do

- 1) WSCC will authorise the unit to be removed from the pole, however the carriage way will need to remain illuminated at night by either temporary lighting or having it replaced in a new location with immediate effect.*
- 2) SSE (PFI service provider) will need to be approached by them for its removal and replacement.*
- 3) The applicant will need to go to the pole owner for the pole to be relocated (that I think will be UKPN as it looks like a electricity pole)'*

Parking and turning

Parking provision of 2 spaces per dwelling as stated in the application form is proposed for the new dwellings; however these have not been demonstrated on the proposed plans. This is anticipated to be a sufficient parking provision for a development of this size and location. The hardstanding area along the site frontage has sufficient spaces for two bay parking spaces considering Manual for Streets (MfS) requirements for minimum of 2.4 x 4.8 m per space. Any overspill visitor parking could be accommodated on street. The Local Planning Authority (LPA) may wish to consider the impact of the likely on-street parking from an amenity point of view.

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. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed off-street parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. The applicant is advised that 2 active (one for each dwelling) and 4 passive EV parking spaces would be anticipated for this development and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy.

A turn on site would be preferred however; there is insufficient space on site to accommodate this and this appears to be the existing practice in this location which has been operating for some time without evidence of safety concern.

Sustainability

The site is situated in a close proximity of bus stops which are approximately 3 min walk to the north of the site. These stops provide frequent services to Arundel and Shoreham by Sea. Local shops and amenities in Wick are also in a close proximity of the site. The nearest train station is Littlehampton which is approx. 21min walk/6min cycling. Another transport that can be used is cycling. The applicant has shown spaces for cycle storage on each dwelling. The cycle storage can be secured via condition.

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.

Conditions

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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 *Construction plant and materials*

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Informative

Street Lighting Pole

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

Private Lane

The applicant is advised to contact the proprietor of Northway Road to obtain formal approval to carry out the site access works on the private lane.

Anastasia Toleva
West Sussex County Council – Planning Services