

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	WSCC - Highways Authority
DATE:	4 December 2020
LOCATION:	54 Arundel Road, Littlehampton, BN17 7DD
SUBJECT:	LU/284/20/PL Demolition of 3 No. garages & erection of a four-room house of multiple occupation with shared facilities & parking for 3 cars (resubmission of LU/125/19/PL).
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 demolition of three garages and erection of a four-bedroom house of multiple occupation (HMO). The site is accessed through York Gardens, a privately maintained road. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided comments relating to highway matters for this site for application LU/125/19/PL, raising no objections. The Planning Authority refused this application on grounds unrelated to highways. A subsequent appeal as dismissed.

Access and Visibility

The applicant proposes to utilise the existing access on York Gardens, a privately maintained road. Access to the maintained highway is at the junction with York Road. There are no apparent visibility issues at the point of access onto the maintained highway. The LHA does not anticipate that this proposal would give rise to a significant material intensification of movements using this junction.

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 junction is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The proposed development will result in the loss of three garages. However, the applicant proposes three car parking spaces to the front of the proposed dwelling. Under WSCC parking standards, the LHA would anticipate a requirement of 0.5 spaces per bedroom and consequently, a demand for two parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient for a development of this size.

From inspection of the plans, the parking area is of a suitable size for three car parking spaces. On-site turning does not appear achievable, so vehicles may have to reverse out onto the private road. However, the LHA does not anticipate that this would have a detrimental impact on highway safety.

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 (adopted January 2020).

In regards to cycles, the applicant proposes a cycle store to the front of the proposed dwelling. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable transport methods.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of shops, schools and other amenities. Cycling is a viable option in the area. The site is also well connected by public transport. Littlehampton Train Station is situated approximately 500m southwest of the site. Regular bus services are available from Anchor Springs, approximately 500m southeast of 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 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

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