

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Zac Denton
FROM:	WSCC - Highways Authority
DATE:	8 October 2019
LOCATION:	141 Wick Street Littlehampton BN17 7JY
SUBJECT:	LU/297/19/PL 1 No. new dwelling (resubmission following LU/84/19/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 Planning Services 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.

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

Proposal Summary

The proposal is for the construction of 1 new dwelling on land rear of 141 Wick Street, it is located on Wick Street which is an A Classified Road subject to a 30 mph Speed limit.

History

LU/84/19 – Withdrawn – The construction of 1 new dwelling on the land rear of 141 Wick Street. No highways concerns.

Access

The site benefits from an existing shared access. While this access is fronted by a layby/bus stop, the road in this location is protected by a waiting restriction (Double yellow lines). On balance the Local Highways Authority (LHA) would not consider the use of this access by one additional dwelling to constitute to a material intensification of use of the access point.

Fire and refuse access

WSCC local mapping and plans show that the minimum width of the access is 2.5m. Consideration at the planning stage needs to therefore be given to emergency access and refuse collection in order to satisfy building regulations. It is appreciated that Wick Street provides access to other dwellings, which must have servicing requirements of their own. There is no indication of any waste storage or collection points on the

proposed site plan. The LPA would be advised to consult with the waste collection authority to determine the suitability of any waste collection point. It should be noted that if the preferred method of refuse collection is at the site access point onto Wick Street this would be in excess of waste carry distances as described in Manual for Streets (MfS) 6.8.9.

Vehicular access for fire appliances should be available within 45m of the furthest point of each dwelling. The WSCC Water and Access Manager has been consulted on this application and has not provided comments at this stage, these will be forwarded once received. The applicant should be aware that they may need to demonstrate that a fire appliance can access, operate and turn on site in an emergency in order to meet building regulations; mitigation measures such as sprinklers may need to be installed should this not be achievable.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there has been a recorded injury collision within the vicinity of the site; this however was not considered to have been caused by the presence of the existing access or road layout. Therefore there is no evidence to suggest that the existing access is currently operating unsafely.

Vehicle Parking, Cycle Parking and Turning

The applicant has demonstrated a garage with dimensions of 2.7 x 4.7 metres. This does not conform to the minimum WSCC and MfS guidance of 3 x 6 metres for a single garage and thus cannot be considered towards the parking demand of the dwelling. As a result the LHA will view the application on a NIL car parking provision. Under the WSCC Car Parking Guidance (adopted August 2019), 2 car parking spaces should be provided for the proposal. 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 are also mindful that a free public carpark is located 40 metres to the North of the access, which could provide equal opportunities for overspill parking. We would not consider that highway safety would be detrimentally affected through the proposed NIL car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking.

Additional

Refuse Collection

After inspection of the plans it is noted that the refuse storage will be located in the garage, although Manual for Streets does state that residents should not have to travel over 30m to put bins out and collection vehicles should not have to travel in excess of 25m to collect/deposit bins. This is however a matter of amenity for the Local Planning Authority (LPA) to consider. The applicant is advised to contact the waste disposal authorities to ascertain whether the practise would be acceptable and not require the relocation of the bin storage area.

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:

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 plans and details submitted to the Local Planning Authority.

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

Stephen Garrard
West Sussex County Council – Planning Services