

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myers
FROM:	WSCC - Highways Authority
DATE:	30 November 2021
LOCATION:	117 Sea Lane Littlehampton BN16 2RU
SUBJECT:	R/108/21/PL Demolition of two dwellings and the construction of 3 No. 3-bed town houses and 7 flats. This site is in CIL Zone 4 and is CIL Liable as new dwellings. Amended description to 3 No. 3-bed town houses and 5 flats together with updated plans.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

WSCC in its capacity as the County Highway Authority (CHA) has considered the above application. **Please note this is a re-submission of previous planning application R/108/21 for 10 dwellings with 10 car parking spaces; which has now been reduced to 8 dwellings with 10 car parking spaces.**

Our role is to ensure any new development proposals are assessed for their sustainability, provide a safe and suitable access, and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. In addition to meeting these requirements WSCC also refer to the NPPF paragraph 109 which states:

‘Paragraph 109 – development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.’

These parameters have been used when assessing this application for 8 dwellings on the corner of Shaftesbury Road and Sea Lane in Rustington.

Location

Located on the corner of Sea Lane and Shaftesbury Road, both roads operate a 30mph speed limit and are residential in nature. Sea Lane has a single yellow line running along the western side of the lane for its entire length. It is also the main traffic route leading to and from Littlehampton seafront, and Rustington town centre. Most residential properties along Sea Lane have driveways for off-street parking. Shaftesbury Road has more on-street parking due to the mix of dwellings, and the surrounding residential roads provide a mix of public highway and private residential roads.

The site is currently occupied by 1 residential dwelling, with driveway parking. This will be demolished and will be replaced with a development of 8 dwellings, a mix of 3 x 3 bedroom town

houses, and 5 flats (3 x 2 bed and 2 x 1 bed), 10 parking spaces will be provided, 5 from a car parking court with dropped kerb access and 5 individual spaces at the front of properties on Shaftesbury Road.

Car Parking

As this development will provide an overall net increase in 7 dwellings, WSCC has consulted the WSCC residential car parking provision tool. This is used to understand what the expected parking demand might be and considers the location of the site and car ownership levels from census data. The calculator recommends the development could attract a unallocated parking demand of 12 spaces, which would be partially accommodated on site for 10 spaces. The remaining 2 spaces, if needed, would have to use the existing public highway. If each dwelling was allocated 1 space each there would still be an allocated parking demand for 8 spaces and 6 unallocated spaces.

Arun District Council Supplementary Planning document (Jan 2020) has also been consulted. Rustington West is in Parking Zone 4 and suggests a parking demand of 11 spaces, and 2 visitor parking spaces. This equates to 13 spaces which is slightly higher than the WSCC standards. Nevertheless assuming the development may demand an additional 3 on-street car parking spaces, a review of on-street parking was previously undertaken as it was not considered to cause an highway safety issues.

Site Visit

In response to local concerns over parking, a site visit was undertaken by a WSCC Transport Planning Officer on the evening of Wednesday 16th June. As suspected, there were very few spaces on Shaftesbury Road, 3 were counted, but there were sufficient spaces free on Sea Lane. It is concluded there would be opportunities for any parking shortfall to be met on-street on Sea Lane, as an additional 3 cars would not create a severe impact from a highway safety point of view. However, the LPA may wish to offer their own views from an amenity perspective.

During the site visit the existing waiting restrictions were reviewed and these were acceptable for the location. The location of the access into the car park for the flats was considered a benefit for keeping visibility clear at the junction of Shaftesbury Road, and the only off-site works which will be required is the re-location of the existing telegraph pole.

An interrogation of the WSCC traffic monitoring database was undertaken as per Cllr Coopers request and no traffic surveys have been undertaken within this area, and it is not something we would ask for given the small nature of the development.

Trips

As this proposal is a reduction in dwellings over the previous submission WSCC do not consider there to be any material highway capacity impacts associated with this change.

Off-site works

The development only requires some minor highway improvements in the form of dropped crossings, and the re-location of the lamp post. These can be progressed via the S278 informative attached. The re-location of the telegraph pole (no 15) may need a license or approval from the Street Lighting team at WSCC. Any costs associated with off-site works will be absorbed by the applicant.

Visibility

Visibility Splays Plan S303, shows that both proposed access points into the development can provide the standard visibility splay requirements for a 30mph road. This is 2.4m x 43m in both directions as per Manual for Streets guidance.

Sustainable Transport

The site is well located for walking to local amenities with a good connection of footways leading into Rustington Town Centre to the north, or to the south along the beach into Littlehampton. There are bus stops on both sides of the road, one with a shelter to the south, and one with a bench to the north. Both stops are within 50m of the site.

Cycle parking does not appear to have been included and should be provided as per WSCC cycle parking standards, and Arun SPD Jan 2020: -

House = 2 cycle spaces, covered and secure, sometime sheds are provided for this reason

Flat = 1 spaces per flat.

The National Cycle Route 2 is just moments away running along Seafield Road to the south.

EVC

Both WSCC and Arun SPD, ask for EVC charging facilities in new developments. Each house should have their own facility, and at least 20% of all parking provided for flats. There are 3 houses and 5 flats which would equate to 4 spaces. See condition.

CMP

A part of this planning application the applicant must submit a full Construction and Demolition plan to the LPA prior to any works commencing. See condition attached

Alison Meeus West Sussex County Council – Planning Services

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 anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to

mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

- details of public engagement both prior to and during construction works.

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.

EVC Parking Spaces

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.