

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:M Tomalova
FROM:	WSCC - Highways Authority
DATE:	3 September 2019
LOCATION:	19 & 21 Nyewood Lane, Aldwick, PO21 2QB
SUBJECT:	AW/232/19/OUT Outline application with all matters reserved for demolition of 19 & 21 Nyewood Lane & erection of up to 20 No 1bed & 3 No 2bed flats.
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	to follow

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for demolition of no. 19 and 21 Nyewood Lane and erection of new building comprising 20 x 1-bedroom flats and 3 x 2-bedroom flats. The application is outline with all matters reserved. Nevertheless, the LHA have commented on all transport related matters, as set out in the following report.

The site is located on west side of Nyewood Lane, 'C' classified highway subject to 30mph speed restriction. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury accident at the junction of Nyewood Lane with Marine Drive West and several recorded accidents at the junction of Nyewood Lane with Aldwick Road to the north. However, from an inspection of accident data it is clear that these were not due to any defect with the junction or related to the site vehicle access.

The principle of development is broadly acceptable however the LHA require further clarification in respect to access and car parking arrangements.

Access

Point 4.18 of Planning Statement refers to access being via established point on to Victoria Drive, however the site fronts on to Nyewood Lane. There is an existing level of off-street frontage parking at the site and from an inspection of local and WSCC mapping there does not appear to be a visibility issue on to Nyewood Lane and there is no evidence that the existing dropped kerb vehicle access has been operating unsafely.

Whilst no extensions to existing dropped kerb are proposed, it does appear that this may be required to provide access to all 10 x off-street parking spaces. Furthermore, it is unclear whether access to northern and southern most spaces would require passing through on-street parking bays and thus through a Car Parking Zone (CPZ). If so then an alteration to the existing Traffic Regulation Order (TRO) may be required. Plans should clearly indicate extent of dropped kerb required and whether proposed parking spaces are adjacent to on-street parking bays.

Capacity

Whilst TRICs (Trip Rate Information Computer Systems) assessment has not been provided, an in houses assessment reveals that the existing 2 x 4-bedroom houses could see up to 4 x movements per day with less than 1 movement in the AM and PM peak respectively. In comparison the proposed flats could see up to 48 x movements per day with 5 in the AM and 5 in PM peak respectively. The increase in vehicular trips in the peak hours is not anticipated to result in a capacity issue on the nearby road network.

Parking

The site plan indicates 10 x parking spaces off the road (on frontage of site). One space will be provided with electric vehicle charging point. The Planning Statement outlines

that 1 space per 2 flats will therefore be available. The applicant should clarify whether any spaces will be allocated or will be provided on a first come first serve basis.

On the basis that the spaces are allocated, the WSCC Car Parking Demand Calculator envisions a demand for 21 spaces total. Whilst a shortfall is anticipated, it is noted that on-street parking is controlled in the vicinity, with 1 hour parking (no return within 1 hour) Mon-Sat 9am-6pm. The junctions with Aldwick Road to the north and Marine Drive West to the south are protected by double yellow line road markings. Any overspill on-street parking is therefore not anticipated to take place in locations that would be detrimental to highway safety.

Furthermore, there are a range of local retail including Tesco Express within walking distance of the site with street lit footway links and pedestrian crossing points. Bognor Train Station is approximately 0.8 mile distant and bus services run from the B2166 to larger settlements such as Chichester. It is considered that travel by foot, cycle and public transport could be feasible alternatives to the private car in this location. The applicant proposes a Travel Plan Statement which could secure such items as travel voucher for initial occupants of flats to contribute toward sustainable travel. Details of this can be secured via condition at time of reserved matters application. Communal bicycle parking will be provided for the flats with 1 space per 1 bed flat and 2 space per 2 bed flat.

Conclusion

In summary, whilst the principle of the application is considered to meet with paragraph 109 of the National Planning Policy Framework, in that a 'severe' cumulative impact on the operation of the highway network is not expected, the matters relating to access to car parking spaces as outlined above should be addressed and clarified on a detailed to scale plan. If access is required through on-street parking bays then dropped kerb may require extending and the Parking Team may need to be consulted regard any impact/ altering of parking zone.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services