

From: Maria Tomalova <Maria.Tomalova@arun.gov.uk>
Sent: 12 December 2019 10:24
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: AW/232/19/OUT, 19 & 21 Nyewood Lane

Please upload the below to the above application, correspondence.

Maria Tomalova | Senior Planning Officer, Directorate of Place, Arun District Council | Location: First Floor, Arun Civic Centre,
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Save the environment - think before you print.

From: stephen jupp [REDACTED]
Sent: 16 September 2019 07:29
To: Maria Tomalova [REDACTED]
Subject: Re: AW/232/19/OUT, 19 & 21 Nyewood Lane

Hi Maria

in response to the comments of WSCC Highways, this application is in outline form with ALL matters reserved so i accept that they will be some lack of detail on highway matters.

I accept that para 4.18 is wrong and that access will be to Nyewood Lane

If the present scheme were to come forward to reserved matters then a TRO would be required for 2 spaces, but this is something which would be dealt with at that time and it maybe that the layout would be altered in order to avoid the need for a TRO.

It is anticipated that spaces would be allocated, but again this is something for reserved matters stage.

Kind regards

Steve Jupp

Stephen Jupp MRTPI
Chartered Town Planner
Sally Field Lodge
Rotten Row
Sidlesham
West Sussex
PO20 7QB

On 11 Sep 2019, at 12:33, Maria Tomalova <Maria.Tomalova@arun.gov.uk> wrote:

Dear Mr Jupp,

Please find below the comments of WSCC on your proposal:

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.

Kind regards

Maria

Maria Temalova | Senior Planning Officer, Directorate of Place, Arun District Council | Location: First Floor, Arun Civic Centre,
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