

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 05 May 2017 08:56
To: Planning Scanning
Subject: FW: WSCC Highways Response FG/198/16/PL
Attachments: FG 198 16b.docx

Sent: 04 May 2017 16:05
To: Planning.Responses
Cc: Peter Evans; Andrew Wood; Dominic Smith
Subject: WSCC Highways Response FG/198/16/PL

Please find attached the LHA's response.

Kind regard's,
Emma

Emma Avis |Planner, County Highways (Development Management), Planning Services
Ground Floor Northleigh, County Hall, Chichester PO19 1RH

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**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 2nd May 2017

FROM: Emma Avis

TO: Arun District Council

FAO: Mr A Wood

SUBJECT: FG/198/16/PL - Demolition of existing house with erection of 2 storey building comprising of 8No. residential 2 bedroom flats & associated external works (Revised site plans).

1, Sea Drive, Ferring, BN12 5HD

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

The Local Highway Authority (LHA) has been consulted to provide comments relating to any highway safety and capacity aspects of the above application, in line with paragraph 32 of the National Planning Policy Framework (NPPF). As Sea Drive is a private roadway the LHA have no jurisdiction over it and can only offer observations. Formal comment is offered on the impact of the proposed development upon the operation of the highway network.

The LHA requested further information to support this application in February 2017 as detailed below.

- Detailed scaled access plan for both access points
- Scaled visibility plan demonstrating 2.4m x 43m splays onto Sea Lane
- Tracking to demonstrate that vehicles can manoeuvre on site to exit onto the highway in forward gear (in both parking areas)
- Details relating to refuse collection (i.e. will a refuse vehicle enter the site and if so tracking will need to be provided to demonstrate such a vehicle can enter, turn on site and exit onto the highway in forward gear)

Proposal

The LHA understand that the new access from Sea Lane has been removed from the scheme; with all access being taken from Sea Drive. An underground parking area is now proposed and two parking spaces located to the front of the development fronting onto Sea Drive, opposite the access to Bluewaters.

Trip Generation/Visibility

As previously advised the LHA would raise no concerns to the extra trips associated with the development using the Sea Lane junction. The development will not trigger more than 30 two way movements in the peak hours to give rise to any significant movement, which would require the investigation of mitigation measures, in accordance with the WSCC Transport Assessment Methodology. The junction is an

existing junction and well established, with clear visibility in each direction. The LHA have checked the Road Collision Database and there are no recorded incidents to indicate that this junction is operating unsafely. Forward visibility offered to vehicles leaving Sea Drive is adequate enough to allow them to see a vehicle entering the junction and allow manoeuvres to take place to pass clear of the highway.

Parking & Turning

Parking is now proposed in an underground parking area with two parking bays fronting the site onto Sea Drive. These have been moved further away from the junction although they are still in close proximity and reversing into or out of these spaces whilst vehicles are entering or exiting the Sea Drive junction could cause a safety concern.

The access into the site and underground parking area appears to be 4m wide narrowing to 3m, this is not enough to allow two opposing vehicles to pass, shared access should normally be 4.5m, unless passing places are in situ; however given the frequency and low number of vehicular movements, whilst it made lead to inconvenience of users, it is not considered that this would lead to any impact on the highway.

The underground parking area appears tight, vehicle tracking should be provided to demonstrate this is workable. In particular there is no turning head, it may be difficult for vehicles to get into and out of bays 6 & 7 and should a vehicle enter and all spaces are taken then it would involve them reversing out up the ramp, this could cause an inconvenience for residents/visitors and traffic could back up onto Sea Drive. There also doesn't appear to be any provision for visitor parking or home delivery vehicles.

The LHA are required to provide a formal response to the LPA on matters of highway safety, operational capacity, and accessibility. The LHA will object or seek a technical resolution if development proposals with limited (or no) parking for residents would result in a highway safety concern that can be evidenced. The parking provision is down by 2 spaces in accordance with the WSCC Parking demand calculator (PDC). It would be advisable that onsite parking and turning is looked at further by the Applicant. However it is not considered that the under provision of parking would result in a highway safety concern.

However, the impact of parking is typically an amenity consideration within the planning system; therefore, it is matter for the LPA to consider not the County Council. Matters of amenity include increased pressure on resident facilities i.e. increased competition for parking and the resulting inconvenience for existing residents having to park further away from their homes. Parking may also be considered a 'character' impact i.e. on-street parking is out of keeping with the local area; again, this is a consideration of the LPA. To assist the LPA, the LHA will identify where there is likely to be shortfall in parking for residents and the extent of that shortfall.

Conclusion

Whilst the LHA would not raise any highway safety concerns with this development the LHA would advise that the above points relating to parking/turning and passing are looked at by the applicant.

The following conditions would be advised should planning consent be granted.

Conditions:

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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.

**Emma Avis - Planner
Planning Services**