

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	20 October 2020
LOCATION:	Rear of 7 Middleton Road, Felpham, PO22 6BL
SUBJECT:	FP/184/20/PL Demolition of existing garage/outbuilding & construction of a pair of semi-detached houses & associated works. This site is in CIL Zone 4 & is CIL Liable as new dwellings.
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 Strategic Planning 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.

Summary

This proposal is for the demolition of an existing garage/outbuilding and erection of a pair of semi-detached houses. The site is located on Middleton Road, a B-classified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes to utilise the existing access on Middleton Road for this development, with no alterations proposed. There are no apparent visibility issues at the point of access onto the maintained highway. The LHA does not anticipate that this proposal would give rise to a significant material intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes two parking spaces per dwelling, totalling to four spaces for the development as a whole. Under Arun Parking Standards (2020), the LHA would expect a development of this size in this location to provide at least four car parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient.

From inspection of the plans, the four parking bays meet the minimum specifications for single car bays of 2.4m x 4.8m as set out in Manual for Streets (MfS). However, as per MfS 8.3.51, parking bays require at least 6m of space behind them to ensure that a car can manoeuvre in an out of a parking bay at 90 degrees. From inspection of the plans, there is approximately 5.7m of space. Where space is limited, it may not be possible to provide for vehicles to get into the spaces in one movement; some back and fore manoeuvring may be required. The LHA advises the applicant to ensure the parking bays have a gap of at least 6m behind, to ensure on-site turning is achievable.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

The applicant has demonstrated cycle stores to the rear of both plots, in accordance with WSCC and Arun parking standards. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of shops, schools and other amenities. In terms of public transport, regular bus services can be caught from the nearby B2259 (Felpham Way). Cycling is a viable option in the 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:

Car parking space (details required)

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

Reason: To provide car-parking space for the use.

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 to be 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.

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Kyran Schneider
West Sussex County Council – Planning Services